

7.0 Purpose

Transportation networks affect development patterns in a community. Effective systems allow people and goods to move efficiently for employment and marketing, and provide a first opportunity for visitors to view the region's scenic landscapes and history.

The Town of Excelsior is well served by a mix of state highways, county and town roads that provide convenient travel across the community and access to virtually every corner within it. Uses include automobile travel, farm machinery and occasional bike traffic. As rural non-agriculture homes are built, the use of transportation routes for residential purposes has increased. Other transportation options both within and outside of the Town are varied, including airports, special service transportation, recreational transportation, and trucking. This section summarizes existing transportation options available to Town residents as well as conditions of Town and County roads. *Map 7-1 Transportation* shows the location of all transportation options in the Town.



7.1 Principal Arterial, Collector Roadways and Local Roads

Transportation routes can be classified by both form and function. *Table T1 Excelsior Roadway Classification System Definitions* identifies each road in the town by its classification and purpose. *Table T2 Excelsior Roadway Classification System Descriptions* describes the location of each of these roads including its potential users.

Table T1: Excelsior Roadway Classification System Definitions (Source: Wisconsin DOT)

Town of Excelsior Roadway Classification System (Definition)		
Road	Classification	Definition
I-90/94, U.S. Hwy 12, State Road 33	Principal Arterial	Principal Arterials serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers.
State Road 23, 154, 136 (part)	Minor Arterial	Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to rural collectors.
State Road 136 (part) County Roads I, PF, and D	Major Collectors (and) Minor Collectors	Provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system in the central business district. In some areas of development and traffic density, the collector may include the street grid, which forms the basic unit for traffic circulation.
Remaining Town Roads, County Road DD	Local Roads	Comprise all facilities not on one of the higher systems. They primarily provide direct access to land and access to order systems. Local roads offer the lowest level of mobility, and through traffic movements are discouraged.

Table T2: Excelsior Roadway Classification System Descriptions (Source: Wisconsin DOT)

Town of Excelsior Roadway Classification System (Description)		
Road	Classification	Description
I-90/94	Regional Interstate Roadway Principal Arterial	Located 3 miles Northeast of the Town of Excelsior, Interstate 90/94 serves as a regional controlled-access facility within Wisconsin. It is considered a backbone

		route, according to the Corridors 20/20 Plan, connecting major population and economic centers
U.S. Hwy 12, State Road 33	Regional Interstate Roadway Principal Arterial	Located 3 miles east of Excelsior, Highway 12 serves as a principal north-south arterial, connecting Wisconsin Dells with Dane County and carrying a large volume of both local and through traffic. State Road 33 connects the Wisconsin Dells and Baraboo areas with the City of Reedsburg. Highway 33 runs east to west in the northern part of the Town.
State Road 23, 136 (part) and 156	Regional State Roadway Minor Arterial	Located in the northeastern part of the Town, State Road 23 runs easterly to connect to Interstate 90/94. That part of State Road 136 from the eastern town boundary to the Village of Rock Springs and State Road 154 west of Rock Springs serve as a Minor Arterial.
State Road 136 (part) and County Roads I and PF	Local Roads Major Collectors	That part of State Road 136 north of Rock Springs serves as a major collector while County I and PF direct north/south traffic at the southern boundary to the Village of North Freedom.
County Road D	Local Roads Minor Collectors	County Road D is a north/south road just west of Rock Springs.
County Road DD and remaining Town Roads	Local Roads	Many of the remaining local roads include those less traveled rural stretches and which connect to roads under a higher classification.

7.2 Airports

Although there are no airports located in the Town of Excelsior, three area airports are available for small passenger and freight service: The Tri-County Airport, the Reedsburg Municipal Airport and Baraboo-Dells Municipal Airport.

The Tri-County Airport, located north of Lone Rock off County Road JJ, is jointly owned and operated by the Counties of Richland, Iowa and Sauk and provides passenger and cargo service.

The Reedsburg Municipal Airport is paved with lighted runways of 4,900 and 2,650 feet in length. It is designated as a "Transport/Corporate" airport facility intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes used in commuter air service.

The Baraboo-Dells Municipal Airport is located about 3 miles away from the Town of Excelsior near the intersection of Highway 33 and US Highway 12. It offers small passenger and freight service. It is jointly owned by the Cities of Baraboo and Wisconsin Dells, the Village of Lake Delton, and the Town of Delton. The City of Baraboo operates the Baraboo Dells Airport through a mutual

agreement. Improvements to the terminal building and hangars were recently completed, and additional expansion is planned for the future. The airport is equipped with paved and lighted runways suitable for recreational and small business aircraft. It also offers privately owned hangars on site, hangar lots for lease, outdoor airplane parking and airplane maintenance facilities.

The Dane County Regional Airport, located on the east side of the City of Madison, provides larger air carrier and passenger service and is approximately 1 hours from the Town.

7.3 Elderly, Disabled and Veteran Transportation

Sauk County offers several specialized transportation assistance programs for persons who are elderly, disabled or veterans within the Town of Excelsior.

Persons who are elderly and disabled that are unable to transport themselves and who do not have family members or friends to drive them can take advantage of the Volunteer Driver Program by contacting the Sauk County Commission on Aging. This service is provided for medical, nutritional and personal business reasons. Individuals available for driving are encouraged to call.

Veterans in need of transportation assistance to a Veteran's Hospital or Clinic should contact the Veterans Service Office.

7.4 Other Transportation Options

☐ **Trucking**

Trucking service is accommodated by the region's transportation network. There are several privately owned trucking operations within this area that meet the needs of the residents. Area freight services include LBS Expediting Services, QTI, Skinner Transfer Company, Sheba Transport, and Fever River Trucking, all located in the Reedsburg area. AARCO Equipment and Dells Best Transportation are located in the Wisconsin Dells area. Deppe Enterprises, Fly Trucking, M&E Trucking, and Morath Trucking are located in the Baraboo area.

☐ **Rail**

The Wisconsin and Southern rail line, a contractor of the Union Pacific Railway, serves the Town of Excelsior. It runs through the Village of Rock Springs and the southwest corner of the Town. The rail line travels through the Cities of Reedsburg and Baraboo, crosses the Wisconsin River in the Village of Merrimac then travels to the City of Madison. This is a Class 2 line rated for 25 mph service. Amtrak in Wisconsin Dells on the Canadian Pacific Railway provides passenger rail service to the area.

☐ **Bicycle and Recreational Trails (not in Excelsior)**

The 400 Recreational Trail, which begins in downtown Reedsburg, stretches for 22 miles along the Baraboo River between Reedsburg and Elroy. The trail is part of a 117-mile trail system that includes the Elroy-Sparta Trail, the La Crosse River Trail, and the Great River Trail in west-central Wisconsin. The 400 Trail was built on an abandoned railroad grade with packed limestone screenings and planked surface bridges. The trail is maintained by the Wisconsin Department of Natural Resources and is managed by the Wildcat Mountain State Park office.



In 1990, the Wisconsin DNR created a management plan for the 400 Trail. The plan provides background information on the trail system including goals, annual objectives and additional benefits of the trail.

☐ **State of Wisconsin**

The State of Wisconsin provides for vanpooling opportunities with the requirement that at least two State employees are part of the pool. Once this criterion is met, any individual may become part of the vanpool.

7.5 Review of State, Regional and Other Applicable Plans

The following is a review of local, state and regional plans and studies relevant to the Town that may affect the overall transportation system. The Town of Excelsior's transportation element incorporates these plans into the comprehensive plan in varying degrees to ensure an accurate reflection of the overall transportation system.

☐ **Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century (November, 1995)**

This plan provides a broad planning 'umbrella', including an overall vision and goals for transportation systems in Wisconsin for the next 25 years. The Plan recognizes U.S. Highway 12 as a 'Corridors 2020 Connector' route that is vital to the economic prosperity of the State. It also provides grant funding for local governments to develop transportation corridor management plans to deal with growth issues, State funding to assist small communities with transportation services for the elderly and disabled, and provides for a statewide assessment program for local road improvements.

☐ **LRIP: Local Roads Improvement Program (1991)**

One component of the LRIP is the Town Road Improvement Program (TRIP), which aids local town governmental units with improving seriously deteriorating town roads. A reimbursement program, TRIP pays up to 50% of total eligible costs and local governments provide the balance.

☐ **Wisconsin State Highway Plan (February, 2000)**

This plan focuses on the State Trunk Highway routes in Wisconsin (State Roads). Although the plan does not identify specific projects, it does set forth broad strategies and policies to improve the State's highway system. The plan also includes three main categories of emphasis: pavement and bridge preservation, traffic movement, and safety.

The Wisconsin Dept. of Transportation is currently conducting a corridor access study of the State Road 33 corridor. Town officials have been invited to participate in the study by meeting with WisDOT planners for discussions regarding current and future land use plans for the State Road 33 corridor.

☐ **2006-2012 Sauk County Highway Improvement Plan**

The Highway Improvement Program for Sauk County identifies and prioritizes specific county road improvement projects for the next six years. There are no scheduled County or State Highway improvements scheduled in Excelsior during this time frame.

☐ **Wisconsin Bicycle Transportation Plan 2020 (1998)**

The Wisconsin Bicycle Transportation Plan 2020 sets forth three initiatives for bicycle transportation in Wisconsin: 1) a plan for improving conditions of bicycling, 2) clarification of the Wisconsin Department of Transportation's role in bicycle transportation, and 3) establishes policies for further integrating bicycling into the current transportation system. The Department of Transportation State Bicycle Plan does not currently identify any Priority Routes in the Town of Excelsior.

☐ **Wisconsin Pedestrian Policy Plan 2020 (March, 2002)**

This is a policy document created by the Wisconsin Department of Transportation that presents statewide and local measures to increase walking and promote pedestrian safety. The goals of the Plan are to increase the number and improve the quality of walking trips, reduce the number of pedestrian crashes and fatalities, and increase the availability of pedestrian planning and design guidance for state and local officials and citizens. The key State objective identified in the plan is to work with local governments and other interested stakeholders to increase accommodations for pedestrian travel to the extent possible along and across State highways. There are no recommendations specific to Sauk County.

7.6 Analysis of the Existing Transportation Systems and Plans

As previously described, the Town of Excelsior's transportation system consists of local, county and state roads. Responses from the Town survey indicated that Excelsior's local and



county roads are in good condition, and it appears that there were no major transportation-related issues in the Town at the time of the survey completion.

7.7 Transportation Goal, Objectives and Policies

Transportation Goal: Preserve and maintain a safe and efficient transportation network.

Transportation Objectives and Objectives:

- TO-1 Maintain road quality by utilizing state and county aids for road improvement.
- TO-2 Coordinate town road standards with adjacent municipalities.
- TO-3 Address safety concerns with regard to multi-use roads.
- TO-4 Development requiring new or upgrading of existing roads and permits as required must be paid for by the developer, not by the existing tax base.
 - TO-4a Impact fees (if required by other units of government, or other infrastructure costs attributable to new development) are to be paid completely by the developer.
- TO-5 Mowing should consider vehicular safety, the negative impacts of wildlife habitat, and the spread of invasive species.